



PERSONALITIES OF 1935: Some of the pilots who have made notable long-distance flights on British machines during 1935 (see table below). Left to right: Senor Pombo, H. F. Broadbent, H. L. Brook, Capt. E. W. Percival, Miss Jean Batten.

and has moved back to its original home at Upavon. Three new Auxiliary squadrons have been sanctioned, in the West Riding, West Lancashire, and the County of Cheshire. The new Flying Training Schools are at Peterborough, Montrose, Thornaby, Ternhill and Wittering. The new civilian schools are at Hanworth, managed by Flying Training, Ltd.; White Waltham, near Maidenhead, by the De Havilland Company; Reading, by Phillips and Powis; Sywell, near Northampton, by the Brooklands Company; Desford (Leicester), by Reid and Sigrist; Yatebury, by the Bristol Company; Anstey (Coventry), by Air Service Training; and Perth, by Airwork.

COMMERCIAL AVIATION

SO far as air line operation is concerned, 1935 was a year of consolidation and planning rather than of actual performance. The continued lack of vitally necessary ground organisation has hampered the development of internal air services, and we are now suffering from the effects of a virtual metamorphosis.

Absolute regularity of operation is depending more and more upon radio and instrumental research development and less upon the sheer skill and experience of our transport pilots. Before the end of 1936 this metamorphosis should be complete; ice formation should no longer be a source of worry, and blind approaches, at least, will probably be the order of the day. During the past year such approaches—and landings—have been made quite regularly at a number of Continental airports, and our early morning newspaper pilots have shown that it is possible to come into a really large airport in very poor visibility even with present radio equipment.

There has been a distinct tendency towards the co-operation which is so necessary while air services still fail to pay their own way. Although at least two internal or semi-internal routes have been profitably covered, two companies have found it necessary to suspend operations during the year, and the others are still awaiting the day

when the public will take air travel seriously. This necessary pooling of resources was typified by the amalgamation, towards the end of the year, of Hillmans, Spartan and United, who were already in co-operation with Northern and Scottish, and Highland Airways. Forty internal routes were operated during the year, as compared with the thirty-five operated during 1934.

It had already been obvious that traffic control arrangements would need to be modified, since Croydon had too much to handle. As soon as Heston was equipped with D/F, a new zone system was inaugurated whereby Heston was virtually in charge of all internal traffic arrangements.

To-day's problems have, however, been largely forgotten in the excitement over Imperial Airways' Empire and Atlantic plans. Quite early in the year it was stated on good authority that this company was considering the use of flying boats for all through long-distance services, and in September the public learnt the details of the new boats which were being constructed. It was not until the general meeting, however, that the plans for the new era were given in full, and immediately afterwards representatives of the company, the Air Ministry and the Post Office left for the New World to consider the problems of an Atlantic service.

By far the greatest event in British civil aviation during 1935 was the planning of these new Empire air services, which, in 1937, are expected to transport all first-class mail by air between London and South Africa and London and Australia. Although the actual services will not begin to operate regularly during this year, the planning of organisation and the groundwork were undertaken in 1935, and that year also saw the placing of the largest order for civil aircraft ever given to a British firm in the whole history of flying, i.e., a total of twenty-nine flying boats which Short Brothers are building for Imperial Airways. Some of these boats will be finished during the spring and



PERSONALITIES OF 1935: Mrs. Jill Wyndham and Mr. David Llewellyn.

NOTABLE FLIGHTS BY BRITISH MACHINES IN 1935.

March 23-31: H. L. Brook, Miles Falcon (D.H. Gipsy Major), Port Darwin—Lympne, 7 days 19 hr. 50 min.

May 30: Senor Pombo, B.A. Eagle (D.H. Gipsy Major) Bathurst—Natal (Brazil), 16 hr. 55 min.

June 17: E. W. Percival, Percival Gull (D.H. Gipsy Six), Gravesend—Oran and back, 14 hr. 13 min.

November 2-8: H. F. Broadbent, Percival Gull (D.H. Gipsy Six), England—Australia, 6 days 21 hr. 19 min.

November 5-11: D. Llewellyn and Mrs. Jill Wyndham, Parnall Heck (D.H. Gipsy Six), Cape—England, 6 days 12 hr. 17 min.

November 13: Miss Jean Batten, Percival Gull (D.H. Gipsy Six), Thies (French West Africa)—Natal (Brazil), 13 hr. 15 min.